

NATIONAL TRANSPORTATION SAFETY BOARD

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IN RE: :
 :
THE EL FARO INCIDENT OFF : NTSB Accident No.
THE COAST OF THE BAHAMAS ON : DCA16MM001
OCTOBER 1, 2015 :
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Interview of: LCDR [REDACTED] USCG

Thursday,
February 11, 2016

Via teleconference

BEFORE:

JON FURUKAWA, NTSB
PAUL WEBB, USCG
PATRICIA FINSTERBUSCH, TOTE Services
LOUIS O'DONNELL, ABS

This transcript was produced from audio
provided by the National Transportation Safety Board.

APPEARANCES:On Behalf of the Interviewee:

LT [REDACTED] U.S. Coast Guard
2703 Martin Luther King Jr. Avenue, S.E.
Washington, D.C. 20593
[REDACTED]

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

LCDR [REDACTED]

TAKEN ON


February 11, 2016


PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
4	17	...you know, of the Coast Guard as a Lieutenant Junior...	...I entered the Coast Guard as a Lieutenant Junior...
5	2	...job. I actually started off with air defense...	...career track. I actually started off with air defense...
7	8	...support of relief efforts for the Bohemian government...	...support of relief efforts for the Bahamian government...
10	14/15	...daytime. It was VFR, Visual Flight Rules, flying in the clouds.	...daytime. It was VFR, Visual Flight Rules, flying clear of the clouds.
11	11	Well, initially, from our port...	Well, initially, from our forward...
11	21	...to get from our port operating base to Great Exuma, and...	...to get from our forward operating base to Great Exuma, and...
12	11	...clouds. I don't recall the (inaudible).	...clouds, I don't recall the exact weather.
15	2	...decided to mark it with a self-locating datum marker, I...	...decided to mark it with a self-locating datum marker buoy, I...
15	21	...scene with the PA (phonetic), it took us a long time to...	...scene with the P8 (phonetic), it took us a long time to...
18	5	I'm looking at the, the missile reporter (phonetic)...	I'm looking at the, the MISLE (Marine Information for Safety and Law Enforcement) report (phonetic)...
19	24	...here is I only flew, only flew one additional story...	...here is I only flew one additional sortie...
22	2	...liability of the SLDMBs, but, I think, that's in the...	...reliability of the SLDMBs, but, I think, that's in the ...

If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

NO CORRECTIONS NEED.

Initials


Printed Name of Person providing the above information


Signature of Person providing the above information

3/9/16
Date

P-R-O-C-E-E-D-I-N-G-S

(2:04 p.m.)

MR. FURUKAWA: This is Jon Furukawa. The time is 1404 on Thursday, the 18th of February 2016. And, we're conducting a phone interview with Lieutenant Commander [REDACTED] U.S. Coast Guard. He was the pilot in command of a MH60-Tango Jayhawk, Helo (phonetic) ID Number 6009, piloting that for the, the search and rescue of the El Faro.

Let's see. [REDACTED] and, I'm going to call you [REDACTED] Do you acknowledge that this interview is being recorded?

LCDR [REDACTED] Yes.

MR. FURUKAWA: Okay. And, do you acknowledge that we've discussed the NTSB mandatory briefing items?

LCDR [REDACTED] Yes.

MR. FURUKAWA: Okay. And, we'll go around the, the phones. This is, like I said, Jon Furukawa, NTSB, and I'm the survival group chairman.

Paul, why don't you go next?

MR. WEBB: Paul Webb, U.S. Coast Guard.

MR. FURUKAWA: Okay. Patty?

MS. FINSTERBUSCH: Patty Finsterbusch, TOTE Services.

1 MR. FURUKAWA: Lou?

2 MR. O'DONNELL: Louis O'Donnell, ABS.

3 MR. FURUKAWA: And, [REDACTED]

4 LT. [REDACTED] [REDACTED] U.S. Coast Guard,
5 Counsel for the witness.

6 MR. FURUKAWA: Great.

7 And, [REDACTED] what's your age?

8 LCDR [REDACTED] I'm 47.

9 MR. FURUKAWA: Forty-seven, okay. And, what
10 year did you enter the Coast Guard?

11 LCDR [REDACTED] I entered the Coast Guard in
12 2002.

13 MR. FURUKAWA: Okay. Was that -- so you
14 graduated from the Coast Guard Academy or --

15 LCDR [REDACTED] No. I went to the U.S.
16 Military Academy, graduated in 1993. I was in the Army
17 for nine years, and I'm a Direct Commission Aviator,
18 you know, of the Coast Guard as a Lieutenant Junior
19 Grade.

20 MR. FURUKAWA: Okay. Those nine years in
21 the Army, were you a helo pilot?

22 LCDR [REDACTED] Yes, sir. I was an OH-58-Delta
23 Kiowa Warrior (inaudible).

24 MR. FURUKAWA: Okay. So, you flew helos for
25 nine years in the Army.

1 LCDR [REDACTED] Well, I have a very unusual
2 job. I actually started off with air defense
3 artillery, did that for about a year and a half to two
4 years, then I transferred, branch transfer within the
5 Army from air defense artillery to aviation. So, I
6 came into aviation in the Army in 1995.

7 MR. FURUKAWA: 1995, okay. And, how many
8 years did you fly in the Army?

9 LCDR [REDACTED] About seven years.

10 MR. FURUKAWA: Okay. So, 1995 to 2002, and
11 then --

12 LCDR [REDACTED] Right.

13 MR. FURUKAWA: -- you came to the Coast
14 Guard 2002. And, can you tell me about your, your,
15 your job experience in the Coast Guard since 2002?

16 LCDR [REDACTED] Sure. I initially was assigned
17 to Air Station Astoria, Oregon, and that's where I
18 became aircraft commander or pilot in command. I was
19 there for four years. After that, I transferred to Air
20 Station Clearwater, this current assignment, and I was
21 here from 2006 to 2010, and then I went to Air Station
22 Kodiak in Alaska from 2010 to 2013, and from -- and
23 then in 2013, transferred back to Air Station
24 Clearwater.

25 MR. FURUKAWA: Okay.

1 LCDR [REDACTED] And, I've been rotary wing
2 aviator on all those assignments.

3 MR. FURUKAWA: Okay. Let's see. So, you've
4 been an aviator with the Coast Guard for nine years
5 now? Is that --

6 LCDR [REDACTED] Thirteen years -- thirteen --
7 well, it'll be thirteen years in May.

8 MR. FURUKAWA: Thirteen years of Coast
9 Guard, and seven years with the Army, okay.

10 LCDR [REDACTED] Well, nine years in the Army.
11 (Simultaneous speaking) were Air Defense Artillery, so
12 a total of nine years --

13 MR. FURUKAWA: Okay.

14 LCDR [REDACTED] -- in the Army.

15 MR. FURUKAWA: But as far as being a pilot,
16 about 20 years, 13 years Coast Guard, 7 years Army?

17 LCDR [REDACTED] That's correct. Yes, sir.

18 MR. FURUKAWA: Okay. And, let's see. Okay.
19 And, why don't I -- Paul -- Paul Webb is the Coast
20 Guard's subject matter expert, so I'm going to turn
21 this over to him. We're going to do this round-robin
22 style and, you know, so everybody gets a turn, actually
23 twice, to, to ask you questions.

24 And, yes, I'm going to start off with just
25 hand you over to Paul.

1 MR. WEBB: Hi, Commander.

2 LCDR [REDACTED] Hi, Paul.

3 MR. WEBB: So, my first question for you is
4 that had you flown any other missions for the hurricane
5 before this mission that you were on at the, that the
6 remains were discovered?

7 LCDR [REDACTED] I had. I had flown mainly in
8 support of relief efforts for the Bohemian government.

9 MR. WEBB: And, when did that start?

10 LCDR [REDACTED] Let me get my calendar up here.
11 Oh, I got it back up on exactly when I got there. The
12 schedule is a little bit off because originally they
13 had us delayed, and then at the last minute, they
14 wanted us down there because -- for the relief.

15 See, I started -- so I think I got there
16 around the 4th is how I recall it. Go back on the
17 schedule here and see what it says. Let me see the
18 schedule. Our electronic schedule, I can look back and
19 see what time I got there exactly. Let's see here.
20 Sorry, taking a little slow.

21 MR. WEBB: That's fine.

22 LCDR [REDACTED] Okay. It looks like, according
23 to the schedule here, my first flight was on the 3rd of
24 October. And, that was for a possible people in
25 distress in Samana, Samana Cay.

1 MR. FURUKAWA: How do you spell Samana?

2 MR. WEBB: Which Cay again?

3 LCDR [REDACTED] Samana is spelled S -- or
4 Sierra-Alpha-Mike-Alpha-November-Alpha.

5 MR. WEBB: Okay. And, so you did that
6 mission on the 3rd, then the 4th was this mission --

7 LCDR [REDACTED] Yes.

8 MR. WEBB: -- that we're talking about? Is
9 that correct?

10 LCDR [REDACTED] Yes, sir.

11 MR. WEBB: Okay. So, when were you notified
12 that you were going to be doing the search on the 4th?

13 LCDR [REDACTED] Well, I can't remember exactly
14 the, exact time. I mean, we got down there on the 3rd,
15 and we always knew that we would be involved in the El
16 Faro case that had been going on for a number of days.

17 MR. WEBB: Okay.

18 LCDR [REDACTED] We had -- disregard.

19 MR. WEBB: Okay. Did the, did the RCC --
20 when they gave you this mission, did they give you a
21 search action plan with, with what they wanted you to
22 do?

23 LCDR [REDACTED] Yes. As I recall, we got our
24 search action plan through the operation -- the OPBAT
25 (phonetic) Operation Center, but it may have been

1 passed via District 7. I'm not -- I'm not certain
2 about that. I presume it was.

3 MR. WEBB: Okay. So, D7 -- their command
4 center passed, the OPBAT op center, and then, and that
5 acts, that acts like an Air Station Kodiak with the op
6 center there, they would then pass that to the crew for
7 a brief?

8 LCDR [REDACTED] That's correct, yes.

9 MR. WEBB: Okay. And, you were given a
10 designated search area pattern for the search area that
11 you were going to search? Did they have any specific
12 search objects that they were identified for you to
13 look for?

14 LCDR [REDACTED] No.

15 MR. WEBB: Did you have any pre-flight
16 discussions with the SAR controllers in Miami?

17 LCDR [REDACTED] No. We never communicated
18 directly with the SAR controllers in the Miami to my
19 knowledge. To my recollection, we only talked with the
20 OPBAT Operation Center.

21 MR. WEBB: Okay. And, after you got the
22 mission, did you have a discussion with your crew on
23 the mission?

24 LCDR [REDACTED] Yes. We have a standard pre-
25 mission brief that we conduct before every flight.

1 MR. WEBB: And, what would you consider the
2 risk factors on that mission? Did they have any high-
3 risk factors or do you remember what your GAR
4 (phonetic) score was?

5 LCDR [REDACTED] Well, we don't use that model.
6 That's a surface asset model, but, you know, we don't -
7 - it's a very subjective scale. We don't really assign
8 a number to it. We discuss some of the risks involved,
9 and if there's a mitigation factor we can use, then,
10 then we apply that.

11 So, in this case, some of the risks involved
12 were the fact that -- it was actually a relatively low
13 risk, except that -- it was low risk in that it was
14 daytime. It was VFR, Visual Flight Rules, flying in
15 the clouds.

16 It was higher risk -- what increased the
17 risk is that it was a warm day, which decreases the
18 efficiency of the aircraft engines. We had to refuel
19 in Great Exuma to keep our time on scene, so in that
20 regard, the aircraft was heavy, which, obviously, is a
21 -- creates a high power situation.

22 And, the fact that there's no -- there was
23 little to no wind on scene. So, with a helicopter, if
24 you're in a hover -- helicopter is more efficient in
25 forward flight, it takes less power. It takes more

1 power to hover.

2 If you have a wind, that's like -- the
3 helicopter doesn't understand the difference between a
4 hover and a wind. If there's a relative wind going by,
5 it will decrease the power requirements in a hover, if
6 you follow. So, those are the things that would have
7 increased the risk for this particular flight is that
8 it was hot, we were heavy, and it was calm winds.

9 MR. WEBB: Okay. And, you got airborne from
10 where?

11 LCDR [REDACTED] Well, initially, from our port
12 operating base to the south initially. I flew to Great
13 Exuma International where I refueled because that was
14 closer to the on, to the site, the site of the search.

15 MR. WEBB: So, you refueled before you
16 actually got out the scene then?

17 LCDR [REDACTED] Yes.

18 MR. WEBB: Okay. So, how long did it take
19 you to get to your search area?

20 LCDR [REDACTED] Well, it took us about an hour
21 to get from our port operating base to Great Exuma, and
22 then to get out to Great -- from Great Exuma on scene
23 is about -- as I recall 30 minutes or so, about an hour
24 and a half.

25 MR. WEBB: Okay. And, refueling took what?

1 Half an hour or --

2 LCDR [REDACTED] Yes, about -- about a half
3 hour, 45 minutes I would say.

4 MR. WEBB: Okay. What was the -- what was
5 the weather in route? You gave a little bit of that.
6 In route when you got on scene, and then your return,
7 how was the weather?

8 LCDR [REDACTED] It was visual flight rules. I
9 don't recall the specifics of the weather. On scene,
10 it was clear, but in route, we weren't flying through
11 clouds. I don't recall the (inaudible).

12 MR. WEBB: Okay. Okay. So, you're on
13 scene, do you remember how long it took until you
14 discovered the survival suit?

15 LCDR [REDACTED] Yes. Well, we actually were
16 not in the search area when I discovered the survival
17 suit.

18 MR. WEBB: Not in the search area?

19 LCDR [REDACTED] No, sir. So, I would say maybe
20 15 to 20 minutes after taking off. When I seen we
21 weren't in the search area, we weren't in my assigned
22 search area. I mean, the overall search area, it was -
23 - the El Faro search area was bigger than my particular
24 search action plan I was given.

25 MR. WEBB: Right. And, you said that about

1 15 or 20 minutes after you took off from Grand -- what
2 was that, Great Exuma?

3 LCDR [REDACTED] Great Exuma, yes. That's how -
4 - that's what I recall, yes, sir. I can't remember
5 exactly. It was about 15 to 20 minutes

6 MR. WEBB: Okay. After you came upon the
7 survival suit, did you get any tasking from the RCC
8 about the survival suit, or was everything on scene,
9 you're doing as a, as the pilot in charge?

10 LCDR [REDACTED] Pretty much as the pilot in
11 charge. The first thing I did is -- well, first of
12 all, a little background. It's not that clear of an
13 answer. We were flying in route. My copilot said,
14 "Hey, I think I just saw a Gumby suit fly through the
15 chin bubble."

16 So, it probably took us -- because it was --
17 you know, a person in the water is very difficult to
18 spot, by the time we came back around, we didn't have a
19 good location of it. And, we're flying at 125 nautical
20 miles an hour, so it took us another 20 minutes, 15 to
21 20 minutes just to relocate the body in daylight.

22 So, what was your question again? Sorry.
23 What did I do when I got on scene? So, I cannot
24 remember when we notified the Northland first or I
25 deployed the swimmer, but we deployed the swimmer and,

1 you know, he identified -- first we identified it. It
2 had remains in it or a person in it. We deployed the
3 swimmer. He verified that the person was deceased, and
4 returned to the aircraft.

5 MR. WEBB: Okay. And, and he passed the
6 condition of the remains to -- all that information --

7 LCDR [REDACTED] Yes.

8 MR. WEBB: -- on the survival suit.

9 LCDR [REDACTED] Yes, sir.

10 MR. WEBB: And, once he returned to the
11 aircraft, what were your discussions about recovering
12 the body or marking it or what were your plans then?

13 LCDR [REDACTED] Well, at that point, we had --
14 we had, had contacted the Northland and told them we
15 had found human remains. There was a pause on the
16 radio for a period of time, which I can't remember how
17 long it was where there were no communications. I'm
18 not sure if they were deciding what to do with that or
19 if they were involved in something else.

20 And, then over the radio, shortly after
21 that, a P8, Navy P8 aircraft, had said that they had
22 identified possible, another possible set of -- another
23 possible person in the water with possible movement. I
24 came on the radio and asked the Northland if they'd
25 like us to proceed to that location. They said, "Yes."

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1 We -- we discussed marking the body. We
2 decided to mark it with a self-locating datum marker, I
3 believe, which we call them SLDMB. So, we deployed the
4 SLDMB within an immediate vicinity of the body, and
5 then proceeded to the, the next location, which was, at
6 the time, we thought it was a live survivor.

7 MR. WEBB: And, how far away was that
8 approximately?

9 LCDR [REDACTED] I can't give you an approximate
10 distance. It was about 15, 20 minutes away. I can't
11 recall exactly.

12 MR. WEBB: At what speed?

13 LCDR [REDACTED] One hundred and twenty-five
14 knots.

15 MR. WEBB: Okay.

16 LCDR [REDACTED] But, it took us -- once on
17 scene, it took us a long time. That aircraft, that's
18 not their mission. They had a hard time vectoring us
19 into exactly where that, those suspected, that
20 suspected survivor was. It took us a while -- once on
21 scene with the PA (phonetic), it took us a long time to
22 find what they were looking at.

23 MR. WEBB: Yes. Okay. So, the SLDMB that
24 you, you deployed, that actually was a dud, right?

25 LCDR [REDACTED] Yes. For lack of a better

1 term, I -- that's correct, yes. It never transmitted a
2 signal.

3 MR. WEBB: Does that happen often down there
4 with the SLDMBs? What's the success rate on those, do
5 you know?

6 LCDR [REDACTED] You know, I anticipated this
7 question, and I actually reached out to some of our
8 maintainers and the guys at ALC, and through one of our
9 officers there, and he said, "There is no good data on
10 that." The only thing they could say was that the rate
11 is high. They couldn't even give me an exact number.

12 That's with the version two, which is what
13 we were using that day. They are now transitioning to
14 a version three, which no one has used yet, but they're
15 supposed to be more reliable. But -- so the bottom-
16 line is that we don't have good data on that.

17 I can tell you that -- the only numbers I do
18 have is that we deployed according to the one officer
19 that, here at the unit that I talked to, we deployed
20 seven SLDMBs during the El Faro case and ours was the
21 only one that did not activate or did not -- it was a
22 dud for lack of a better term.

23 MR. WEBB: Okay. So, once you -- so what
24 did you find on scene once you got to the other
25 position of possible PIW?

1 LCDR [REDACTED] The possible PIW turned out to
2 be a piece of orange plastic. With the wave motion, I
3 guess, it was making it look like there was movement.

4 MR. WEBB: And, what was your next orders?
5 What -- what did you do after that?

6 LCDR [REDACTED] Well, we -- we didn't have any
7 search action plan at the time, so we went back to our
8 -- well, we didn't have a new one, so we went back to
9 our old one. We did that until we had further tasking.

10 MR. WEBB: So, you went back to your
11 original search plan that they gave you at the
12 beginning of the mission?

13 LCDR [REDACTED] Yes, sir.

14 MR. WEBB: And, was anybody tasked with
15 trying to relocate the, the remains?

16 LCDR [REDACTED] At some point, we were told to
17 go back and relocate the remains, which we -- at that
18 point, it was -- it was close to sunset, but we did go
19 back and try and relocate them.

20 MR. WEBB: How much time did you have on you
21 at that point for crew and flight hours?

22 LCDR [REDACTED] I don't -- I don't recall, sir.

23 MR. WEBB: And, do you know when you ended
24 your mission, what time that was?

25 LCDR [REDACTED] What time we landed back at our

1 port operating base?

2 MR. WEBB: And, when you left scene and
3 landed.

4 LCDR [REDACTED] Let's see. I don't recall.
5 I'm looking at the, the missile reporter (phonetic)
6 says we left scene at 2350 Zulu, which is going to be a
7 difference of --

8 MR. WEBB: It's at 1750?

9 LCDR [REDACTED] Yes, 1750 maybe. I have it on
10 my blue sheet. It was 2345. It's a difference of five
11 minutes.

12 MR. WEBB: Okay. And, then how long did it
13 take you to get back to your base?

14 LCDR [REDACTED] About an hour.

15 MR. WEBB: Okay. All right. That's all the
16 questions I got right now.

17 LCDR [REDACTED] Okay.

18 MR. WEBB: Jon.

19 MR. FURUKAWA: Okay. It's Jon Furukawa,
20 again, from NTSB. And, [REDACTED] the island that you guys
21 refueled on was called Great Exuma. Can you --

22 MR. WEBB: Jon, I finished my questions.

23 MR. FURUKAWA: Oh, sorry. I was still on
24 mute.

25 Hey, [REDACTED] Jon Furukawa again. The island

1 that you refueled on that was Great Exuma? Can you
2 spell Exuma?

3 LCDR [REDACTED] Yes, sir. It's E-X-U-M-A, I
4 believe. Let me look here. Let me write it down.
5 Yes, so the island is called Great Exuma, E-X -- Echo-
6 X-ray-Uniform-Mike-Alpha.

7 MR. FURUKAWA: Okay. Thank you. How many
8 more missions did you fly after the, the one with the
9 survival suit?

10 LCDR [REDACTED] Let me go through the flight
11 schedule here and see. There's -- after this, we flew
12 -- sorry, the computer is taking a long time here.

13 MR. FURUKAWA: Okay. Do you remember how
14 long you guys were down there for the El Faro?

15 LCDR [REDACTED] I was there until the 15th of
16 October.

17 MR. FURUKAWA: Okay. Okay. So, you were
18 probably flying daily missions?

19 LCDR [REDACTED] Yes. Once the El Faro wound
20 down, we continued on with our normal mission down
21 there.

22 MR. FURUKAWA: Okay.

23 LCDR [REDACTED] So, actually, what I'm showing
24 here is I only flew, only flew one additional story
25 (phonetic) on the El Faro.

1 MR. FURUKAWA: And, what date was that?

2 LCDR [REDACTED] Back up one. That was on the
3 6th of October.

4 MR. FURUKAWA: Okay. Okay. And, on the two
5 missions that you flew for the, concerning the El Faro,
6 did you pick up any other -- or seen any other survival
7 debris, such as, you know, the lifeboat, life raft,
8 life rings, life jackets, or survival suits?

9 LCDR [REDACTED] No, sir.

10 MR. FURUKAWA: Okay. Okay. And, I think
11 you gave us a pretty good description of why the
12 remains weren't recovered. Okay. And, I think that's
13 all I have.

14 LCDR [REDACTED] Okay, sir.

15 MR. FURUKAWA: I'll pass it on to Patty.

16 MS. FINSTERBUSCH: I have no questions at
17 this time.

18 MR. FURUKAWA: Okay.

19 Lou?

20 MR. O'DONNELL: I have no further questions
21 at this time, Jon. Thank you.

22 MR. FURUKAWA: Okay. We'll go around for
23 our last round again.

24 Paul, anything?

25 MR. WEBB: No, I think we got -- I got all

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1 the questions I had --

2 MR. FURUKAWA: Okay.

3 MR. WEBB: -- answered.

4 MR. FURUKAWA: Okay.

5 And, Patty, anything else within the last
6 few seconds come up in your mind?

7 (No response.)

8 MR. O'DONNELL: No further questions from
9 this side, Jon.

10 MR. FURUKAWA: Okay.

11 MS. FINSTERBUSCH: No further questions.

12 MR. FURUKAWA: [REDACTED] so now that the interview
13 is winding down, is there anything that you'd like to
14 add or change?

15 LCDR [REDACTED] No, sir.

16 MR. FURUKAWA: Okay. Are there any
17 questions that we should have asked but we didn't?

18 LCDR [REDACTED] No, sir.

19 MR. FURUKAWA: Okay. Let's see. I guess
20 this will be concerning the SAR and, you know, unable
21 to recover the body. Do you have any suggestions for
22 preventing a recurrence of an accident like this?

23 LCDR [REDACTED] You know, from a, perspectives
24 of an aviator, I believe, we did the right thing with a
25 person in the water or suspected live person in the

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1 water. The only thing is maybe increasing the
2 liability of the SLDMBs, but, I think, that's in the
3 works already, so I don't really have any, any
4 additional recommendations.

5 MR. FURUKAWA: Okay. And, do you know of
6 anybody, anyone else that we should interview that
7 would -- you know, we're interviewing you and we've
8 already interviewed the, the air crewmen or the
9 survival swimmer. Is there anybody else you think that
10 can give us more information or that's pretty much
11 about it?

12 LCDR [REDACTED] I think between the two of us,
13 we've pretty much covered everything, sir.

14 MR. FURUKAWA: And, let's see. It is now
15 1434, and we are ending the interview with Lieutenant
16 Commander [REDACTED] U.S. Coast Guard, the Helo
17 Commander of Helo Number 6009. And, I'm going off tape.

18 (Whereupon, the above-entitled matter went
19 off the record at 2:34 p.m.)

20 The purpose of the this investigation is to
21 increase safety, not to assign fault, blame, or
22 liability. NTSB cannot offer any guarantee of full
23 confidentiality or immunity from legal or certificate
24 actions. A transcript or summary of the interview will
25 go into the public docket.

C E R T I F I C A T E

MATTER: El Faro Incident
October 1, 2015
Accident No. DCA16MM001
Interview of LCDR [REDACTED] [REDACTED]

DATE: 02-11-16

I hereby certify that the attached transcription of page 1 to 23 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.

[REDACTED]

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